



# ACE Academy offers teens unforgettable summer experience

Navigating small airplanes, launching a near-earth satellite balloon and exploring Blackhawk helicopters are all part of the Aviation Career Education (ACE) Academy, June 26-29. The academy is hosted by the Idaho Transportation Department's (ITD) Division of Aeronautics.

Thirty teens will have the opportunity to participate in the academy, which is open to high school students ages 14-18. Students must submit an **application by May 30**.

"Time and time again, kids tell us that the ACE Academy is absolutely the highlight of their summer," says Frank Lester, ITD Division of Aeronautics.

"When they first arrive, they don't know exactly what they're going to find. A few days later, they don't want it to end."

A new feature of the academy is the launch, tracking and recovery of a near-earth satellite balloon. Students work in small teams to assemble capsules to attach to the balloon. The capsules gather data while in ascent and take photos



**See ACE Academy**

**Continued on page 17**

# Family Fly-In takes off with fun for all

The McCall Family Fly-In is once again ready for take-off, August 11<sup>th</sup> and 12<sup>th</sup>, 2006. This year's event will feature a wide variety of activities for pilots, aviation buffs and their families, as well as Valley County visitors and residents.

What began as a safety program for pilots and their aircraft has evolved



into a unique regional event with something to amuse and entertain everyone. From the aviation seminars to the scrumptious Sunday pancake breakfast, all will find fun at the Fly-In.

**See Family Fly-In**

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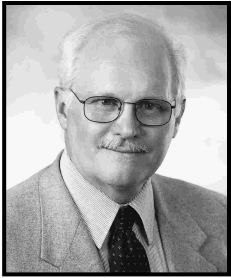
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# From the Administrator:



I'd like to begin my column with legislative updates in both the U.S. Congress and State of Idaho.

## **U.S. Congress:**

Senate Bill 2108 - To ensure general aviation aircraft access to Federal land and to the airspace over Federal land. Introduced December 15, 2005 by Senator Mike Crapo and co-sponsored by Senator Larry Craig. Senator John Ensign (NV) signed-on as a co-sponsor of this Bill on March 3, 2006.

A companion Bill was introduced by Congressman Butch Otter (ID) in the House on March 15, 2006. House Bill 4970 uses the same title and provisions as the Senate version. The initial co-sponsors are Representatives Michael Simpson (ID), Jeff Flake (AZ) and Doc Hastings (WA).

**Idaho Legislature:** Senate Bill 1266a – Airstrip Liability Relief was passed in both the Senate and the House. Should this Bill pass the House, the final action will be for the Governor's signature.

Senate Bill 1364, Ethanol: This Bill passed the Senate and was killed in the House at the committee level. There should be no further legislative action on this Bill for this session.

I will devote the remainder of this column on the wrangling over FAA funding after 2007, which we have all heard coming from Washington, DC. As of this writing, the Administration's funding proposal has not been made public; however, this fact seems to have no effect on the comments being put forth by the numerous associations in Washington who lobby for the aviation industry, nor does it seem to have any effect on the FAA itself.

There are a lot of comments, conjecture and supposition right now, all of which seem to be posturing strategies for influencing Congress. The two issues we hear most often are user fees and who will have control of the Air Traffic Control (ATC) system. According to recent statements and articles by the airlines and their associations, they have taken the position that general aviation is not paying its share of maintaining the National Airspace System (NAS) and they are promoting shifting from the

current excise and fuel tax system to a user fee system. It seems sides have already become polarized over this subject. If you follow any of the trade publications or surf the web, you will find new information on this almost daily. I am one who does not support the user fees concept because I believe a user fee system will create safety issues for the general aviation industry.

As for control of ATC, the current argument is whether Congress should remain in control or if control should be given to the airlines. My vote is to side with where I have representation—Congress.

I don't want to dwell on the pros and cons of either user fees or control of ATC, but rather talk about another issue which has been buried in all the rhetoric. Because of the emotion attached to the user fees argument, I suspect few of us have noticed the other little change being promoted by the airlines. This one is a change in how airports are funded. Right now a very large percentage of an airport's general aviation uses are funded through the Aviation Trust Fund. As it stands, the passenger and cargo excise taxes and the aviation fuel taxes are all deposited in the Aviation Trust Fund. Within the FAA there is a program called the Airport Improvement Program (AIP), which funds projects at both the large commercial airports and many of the smaller general aviation airports. AIP funds come directly from the Airport Trust Fund.



## **Transportation Security Administration**

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## **See Administrator**

**Continued on page 9**



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# Radio Chatter

**By: Frank Lester**  
**Safety/Education Coordinator**

## **A Great Thought from Good Friends...**



Last August, Idaho's flying community lost a good friend when Bob Plummer tragically died in an accident near Challis. In memory of his friendship, Hank and Joan Hill of San Juan Island, Washington, have donated \$500 in his name to the ACE Academy. In the accompanying note, Joan wrote, "The ACE Academy represents Bob's passion for aviation and his deep love of young people." Hank, Joan, thank you for your gracious generosity.

## **Challis RONR Mountain Flying Clinic...**

The Challis River of No Return Mountain Flying Clinic will be held June 8-10 in Challis. Pete Nelson of Middle Fork Aviation is organizing the clinic. There is still plenty of room to attend. Contact Middle Fork Aviation at 208-879-5728 or [mforkair@custertel.net](mailto:mforkair@custertel.net) for more information.

## **FAA Honors Lewiston Pilot...**

In a recent article from the Idaho Statesman, Joseph W. "Bill" Stevens, 85, of Lewiston was honored by the FAA with the Wright Brothers Master Pilot Award. A retired optician and Lewiston resident since 1977, Bill was cited for "...50 years of contributions building and maintaining the safest aviation system in the world." According to the FAA website, the pilots who have received this award number only in the hundreds, while only about five from the Northwest Region have earned the award.

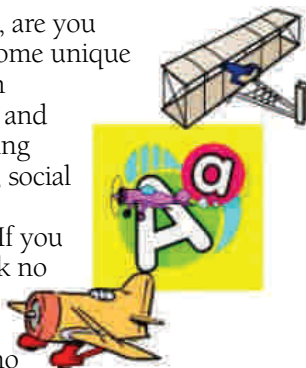
Fulfilling a childhood dream, Bill learned to fly while he was in high school, eventually flying C-47s in Europe during World War II. Over the years, he has flown everything from an Air National Guard jet to a Globe Swift and an Ercoupe. Currently a member of the Experimental Aircraft Association,

he has built an RV-6A and is working on a built-from-scratch replica of a Piper Cub.

The Division of Aeronautics wishes to offer Bill our congratulations on receiving this prestigious award and wish him many more enjoyable years of flying. Blue skies and fair weather, Bill, and keep your nose up in the turns.

## **Teacher Aviation Workshops...**

Teachers, are you looking for some unique ideas to teach mathematics and science, linking with reading, social studies and technology? If you are, then look no further.



The Idaho Transportation Department, Division of Aeronautics is planning three Teacher Aviation Workshops: June 19 & 20 in North Idaho, June 22 & 23 in Idaho Falls and June 28 & 29 in Boise. The three workshops, while primarily directed toward grades 4-8, apply to all grades through high school.

These exciting, fun filled, hands-on workshops will feature the use of aviation activities to show how the exciting field of aviation can be used to connect the subjects you teach to real world experiences. Using official aeronautical charts, easy to make plotters, and other low cost items, you'll fly high with numerous classroom-ready lessons. All activities will be aligned with the 2006 Idaho State Academic Standards and are very relevant to the ISAT.

You'll explore:

- Flight planning with compass directions and latitude and longitude map operations.
- Practical applications of geometrical formulas used in search and rescue as well as runway construction projects.
- Negative and positive integers will be explored through the use of time zones.
- Paper airplanes can be used to teach

scientific principles of flight as well as basic statistics such as the mean, median, and mode.

- Track down a UFO using a mathematical table.
- Discover what secrets are contained within area 51—well, you're students will!
- Explore aviation literature combined with legends and myths
- See how motion pictures reinforce learning concepts.
- Survey how the aviation internet affects education.

***And much, much more! This is one workshop you DO NOT want to miss!***

College credit and Continuing Education Hours will be offered for completion of this workshop. Contact Frank Lester ([frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)) or Tammy Schoen ([tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)) by email or telephone at 208-334-8775 for more information.

## **2007 Idaho Aviation Festival...**

Well, I've gone and done it now! I guess I could chalk it up to one of those nebulous senior moments - but really we listened to you and have made a change. For those of you who heard me prematurely announce that the Festival had moved to September, 2007, you can direct your slings and arrows in my direction. For those of you who immediately voiced your concerns about the change, thanks.

## **It is now official...**



**Aviation Festival**  
**March 29-31, 2007**  
**Boise**  
**Centre-on-the-Grove**

We have ratcheted up the planning and have moved into high gear in planning for next year's event. We've taken the best of this year and improved on

***See Radio Chatter***

**Continued on page 6**





# Ask the Board

By Kathy Poston, Aeronautics Advisory Board Member



I am writing this column to inform you that I am stepping down from my position as member on the Aeronautics Advisory Board.

I also wanted to share with you some insight as to what our board is about and what we have worked on in the five years that I have been on the board.

## What is an advisory board?

In order to make wise decisions that truly represent the needs of Idahoans, the transportation department relies heavily on the expertise of advisory boards and professional organizations. The groups meet regularly and make recommendations to ITD staff and the Idaho Transportation Board.

## And what is the Aeronautics Advisory Board?

The five-member Aeronautics Advisory Board advises the Transportation Department staff and the Idaho Transportation Board on aviation issues. Members of the Aeronautics Advisory Board are appointed by the governor and confirmed by the Idaho Senate to serve staggered five-year terms. The members represent one of five geographic regions of the state. No more than two members may be of the same political party. That in a nut shell explains what we do. We are technically a sub-group of the Idaho Transportation Board, which is headed by Chuck Winder. We strictly serve to advise this board.

We try to meet every other month or so. Of course, summers are difficult with everyone out flying, but we make it a point to have a meeting at the Family Fly-In at McCall in August. We have also met at various locations around the state including Sandpoint,

Lewiston, Coeur d'Alene, Boise, Rexburg, Driggs, Idaho Falls, and Stanley. We love to tour airports and hear what the local airport managers are doing. Every January we meet with the Idaho Transportation Board and present our annual report. Our meetings are always open to the public and I encourage everyone to attend.

## What have we worked on in the past five years?

We have worked on small issues such as the request to change the name of the Smith's Prairie Airport to Downer Smith's Prairie Airport to honor the man who built it, to larger issues that affect all pilots in the state. Some of those issues have included:

- **Snowmobiles on Sandpoint Airstrip** - We listened to both sides of the issue and helped work out a compromise. We worked with both groups to put up signage to keep snowmobiles off the airstrip but still allow them safe access to the surrounding lands.
- **Fuel Taxes and Constant Funding Issues**- we have discussed this issue more than once and are continuing to search for a viable solution to this issue.
- **Cascade Lake Airpark** – we have received a firm commitment from the Division to take on our 31<sup>st</sup> airstrip when the governmental paperwork finally allows them to. This has been a long governmental process, but keep the faith as we are closer now than we have ever been to seeing this through to completion.
- **The Idaho Airstrip Network** – this is the action plan approved by the board and state to maintain and improve backcountry airstrips. Scott Patrick was a huge participant in this project along with Mark Young from the Division as well as others from around the state. Once again

we will be the leading state with this document in protecting and preserving our backcountry airstrips.

- **Rodger Sorenson from Rexberg**, who replaced Bill Parrish as chairman, has done an outstanding job. His first duty was attending all of the meetings on the Hailey Airport - what a long process that was. Rodger has also recently worked with Mark Lessor from the Division on a project to add several airfields to the National Historical Register including Stonebreaker, Cabin Creek and Stibnite.

Our Division of Aeronautics is in great hands, from Bob Martin who has done his best to protect general aviation in this state to Debbie Woolery who is the business manager and controls the budget. Frank Lester is busy dreaming up new education programs and Tammy Schoen, a very personable administrative assistant who is always in the forefront of activities for the division. Bill Statham is an incredibly brilliant man who not only is project manager but also a wealth of information, and Mark Young who is the one who is out their taking care of the state strips you use. Bobbie, Gretchen, Ray, Tim, Mark Lessor, Dan, Todd and Mike round out an exceptional staff of hard working and highly motivated individuals. If you need anything done aviation-wise in this state, do not hesitate to call on any member of this talented team or one of the dedicated members of your advisory board.

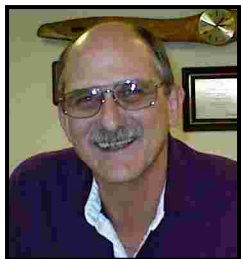
I have enjoyed my time on the advisory board. It has been a learning experience. The time spent with the board members and the Division of Aeronautics staff was a positive, enjoyable five years.

Thank you,  
**Kathy Poston**



# Airport Maintenance

**By: Mark Young**  
**Airport Maintenance Manager**



## **Wet Runways**

Thankfully, a good portion of the state has experienced an above average amount of precipitation during this past winter; a condition all of us can be thankful for. That moisture, however, could mean that backcountry and desert strips will remain wet further into the spring. We urge all early users of turf/dirt strips to **use extreme caution** when considering flying into one of these locations until drier conditions exist. Not only can landing gear cause damage to the surface, but you could find yourself calling for help after your aircraft has gotten stuck in the mud.

## **Garden Valley**

We have only recently received word that Tuck Russell will not be returning to Garden Valley as our seasonal employee; we wish him luck in his new endeavors. We were

fortunate enough to retain the services of Jim Davies, a local resident and long time pilot, as our employee for this year. Jim brings great expertise and a great aviation background. Jim will certainly be an asset not only to the airport but also to the entire Division.

Last year was the first year we assigned a courtesy car to Garden Valley. However it received only minimal use, which can be attributed to the fact that many potential airport users didn't realize it was there. We must also consider that the airport and adjacent campground have historically received minimal use due to the fact that potable water was unavailable. With the drilling of a well last fall, that problem has finally been resolved and hopefully more campers will take advantage of this beautiful area in the future.

Another project completed last fall was the construction of a vault toilet. The existing flush toilet presented many potential problems relating to ground water contamination and considering available funds, the logical choice was to install the vault. For those of you who don't care for this type of facility, we apologize for any inconvenience it may cause. At some point in the future

we hope to install a new facility that will include public showers; however, other priorities prevent including that project in our near-term plans.

## **Caretakers**

At this point we don't anticipate any airport caretaker vacancies or replacements other than for Garden Valley. We do, however, try to maintain a listing of individuals and couples who are interested in these positions. On file, we have the names of individuals who contacted us as far back as the mid-90s. We must assume some of these people either no longer have an interest in this type of work or have found other seasonal employment. We encourage anyone interested in any of these seasonal positions with the Division to contact us so we can add your contact information to our files. You can send this information via email to [mark.young@itd.idaho.gov](mailto:mark.young@itd.idaho.gov).

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## **Radio Chatter**

### **Continued from page 4**

the rest. We're looking at new seminars, vendors, activities and guest speakers. You won't believe your eyes when you see what we have planned. Keep'em glued here, the best is yet to come.

### **From the Safety Corner...**

And you thought cell phones were only a problem on the road: According to a Federal Aviation Administration (FAA) inspector, the pilot was flying, in night visual meteorological conditions (VMC), above the interstate, and communicating via a cell phone, to a

friend driving a tractor trailer northbound. The driver of the tractor trailer was also a part owner of the accident airplane. The pilot was maneuvering in the vicinity of the tractor trailer when the airplane struck power lines, and subsequently impacted the ground. One fatality; go figure.

And here's one for "I can't believe I ate the whole thing" file (this actually happened on a DC-4 in 1947): as a prank, a captain riding in the jump seat engaged the gust lock in flight. The command pilot, not knowing the gust lock had been engaged, rolled the elevator trim tab with no response. When the jump seat captain disengaged the gust lock, the aircraft went into a

steep dive, executed part of an outside roll and became inverted. Neither the command nor jump seat captain had their seat belts on and accidentally feathered numbers 1, 2 and 4 engines when they hit the controls with their heads. No one realized it at the time but the feathering reduced power and allowed the co-pilot, who was strapped in, to pull out of the dive 350 feet from the ground. What do you think the crew did to that jump seat captain?

*Editor: many thanks to Cammie Patch for these snippets to fuel your next hangar session.*



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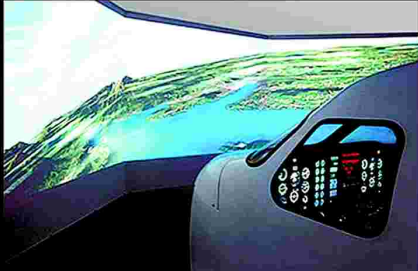


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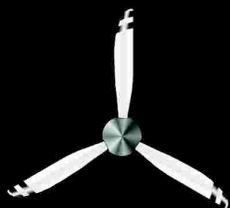
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# ***Is my airplane trying to kill me?***

**By Mike Weiss, MD, AME, CFII and Paul Collins, MD, AME**

Other than the usual and obvious methods of rapid decelerations against fixed objects (usually the ground), ill-advised efforts to save money on haircuts by using a spinning propeller, or using av-gas to convert your Bug-smasher 180 into a barbeque, there are a number of health concerns related to the operation and maintenance of small airplanes. We will discuss some of them here, in the hopes of making your flying safer, or perhaps providing useful information to those of you who support their flying habit by writing murder mysteries.

### **Carbon Monoxide**

Carbon Monoxide (CO) is a colorless, odorless gas that is produced as a by-product of combustion. If the exhaust system of your airplane is working properly, it keeps the gas separated from the passenger compartment. If not, it will allow CO into the cabin, which then binds with the hemoglobin in your red blood cells, which blocks their ability to deliver oxygen to your brain and heart. Unfortunately, the interference with mental function may prevent you from making the right diagnosis and taking the appropriate action, which is:

- to open every window and vent (even in the winter),
- use supplemental oxygen if you have it, and
- land as soon as possible (or sooner, if it causes you to pass out or suffer a heart attack- see the first of the "usual and obvious methods" mentioned in the first paragraph).

One Idaho pilot succumbed to carbon monoxide, but luckily his Piper Cherokee made a perfect landing in a corn field where the pilot regained consciousness when the engine stopped and ceased producing carbon monoxide. The more typical outcome is the fate that likely befell Marvel

Crosson during the Powder Puff Derby of 1929 (see Gene Nora Jessen's book on the Derby- highly recommended!). Spend a few dollars and stick a carbon monoxide indicator on your panel. Remember to replace it according to the expiration date. You can wave it over your car exhaust (with the engine idling) to see what the color change looks like. There is also a fancier, more expensive, device that can plug into your cigarette lighter socket. When you think about it, there are few devices you can purchase that are a better deal in terms of cost for increased safety.

### **Lead**

Lead is used as an anti-knock agent in avgas. It is toxic to the nervous system and can cause anemia, stomach problems, joint pain, kidney and fertility problems. It is absorbed by breathing fumes or through the GI tract (you probably don't drink gasoline, as a rule, but it may contaminate food or hands that then touch the mouth). Once in the body, lead may take 40 years or more to be cleared. Neurologic symptoms of lead poisoning develop gradually and may be subtle, including moodiness, irritability, changes in sleep patterns, difficulty with concentration, headaches and fatigue. Often these changes are attributed to psychological factors rather than lead poisoning (or maybe just being a pilot). Peripheral nerve effects may include numbness, weakness and clumsiness. It predisposes to common nerve compression problems like carpal tunnel syndrome and radiculopathy (nerve compression in the spine). GI symptoms include irritable bowels (alternating constipation and diarrhea) and abdominal pain that may be mistaken for ulcers. Kidney effects can cause high blood pressure with secondary heart disease and stroke. Lead causes a lower sperm count in

males and increased rate of miscarriage in females. It also passes through the placenta and can cause brain damage in developing babies that are more sensitive to lead toxicity. Self service avgas may save money, but pilots may be less likely to use protection like gloves (easily remedied by carrying clean or disposable ones) and more likely to use poor technique and have spills (use care and keep your face away from the fill).

### **Epoxy and Vinyl**

Epoxy resins are used in composites, paints and adhesives and are a particular concern for home builders. They can cause skin reactions from contact or induce allergy in the skin or asthma in the lungs (careful washing, use of barrier skin creams or gloves, and appropriate face masks, respirators or ventilation systems can help prevent this- check product information from the manufacturer for specific recommendations). Some resins and vinyl and other plastic components have been implicated in cancer, although significant increases have not been seen in workers and whether they present a risk to pilots is doubtful.

### **Lubricants**

Some of the newer, high tech lubricating oils used in aircraft engines break down with heating into organophosphates. This is the same class of chemicals as insecticides and nerve gas, and may cause acute effects in the nervous system such as blurred vision, weakness and uncoordination.

## ***See My Airplane***

**Continued on page 9**



# Administrator

## Continued from page 2

This process has worked great for over thirty years. Congress set up a tax collection system whereby money is collected from those who use the airports and airspace system, and those funds are in turn used to support and improve those same entities. Pretty smart of those folks way back in the dark ages, eh!

Well it seems as though that idea has run its course, at least in the minds of the airlines. You see, in all of the discourse you will find an argument from the airlines that will make all general aviation airports ineligible to receive any AIP funds. It is their position that all funds should go to only those airports the airlines use.

To you and me this sounds pretty far fetched, but you may not want to discount it because, as you know, airline traffic has surpassed the all time high, which occurred in 2000, and gridlock at hub airports has become a problem again. As this situation progresses, Congress will be looking for a way to increase funding for those hub airports to "fix the problem." What better way than to take all the money which is normally used for projects at general aviation airports and direct it to the gridlock problem at the hub airports. This may be viewed as a clean and simple funding solution that can be implemented without raising taxes. However, it would be at the expense of the general aviation airport you use and those runway, taxiway and parking area improvements that are intended to keep your airport safe and in good condition.

So, while you are paying attention to the user fees and control of ATC issues, you may want to dig a little deeper and pay attention to the airport funding plan that the airlines are trying to sell Congress.

**Bob Martin**

ITD Aeronautics Administrator

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July 25-28

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## My Airplane

### Continued from page 8

Chronic exposure can cause neuropathy long after the exposure stops. Problems with contaminated cabin ventilation from the engine compartment would increase the potential for exposure. Unlike carbon monoxide there are no warning devices available for this. Careful maintenance with inspection for cracks in the firewall is the best prevention.

### Radiation

Flying at high altitude (in the flight levels) at northern latitudes increases exposure to ionizing radiation from cosmic radiation and solar flares. Although this is mainly a concern of airline crews, turbocharged airplanes can get up there and spend a relatively long time transiting the airspace, increasing exposure time. Radiation increases the risk of cancer and genetic

defects in offspring. A typical aircrew member flying between New York and Chicago has an increased cancer risk of .3% and an increased risk of causing a genetic defect in offspring of less than .01%. Considering that in the general population of non-pilots and crew the lifetime risk of cancer is about 1 in 4 and the risk of inheriting a severe genetic abnormality is between 1 in 50 and 1 in 30, until the Rutans put out a kit version of Spaceship One, the potential harm from radiation exposure in flight is minimal.



# Aviation Festival features ultralights, virtual safari

A virtual safari, handmade flying contraptions and stories of Canada geese were among the highlights of the 14th annual Idaho Aviation Festival in Boise (March 11-12). The festival attracted an estimated 800 people.

Bill Lishman, noted filmmaker, pilot and author, returned to the festival in an encore performance. Lishman, best known for his work that inspired the feature film "Fly Away Home," raised a flock of Canada geese, imprinted them to an ultralight aircraft he designed and built, and flew with the birds around Ontario, Canada.

Lishman's work still involves ultralight aircraft, but now he is

exploring how to put them to use for disaster relief. A current project designs an ultralight aircraft to carry up to 200 pounds of emergency supplies, which could be dropped to targeted areas by the low-flying aircraft.

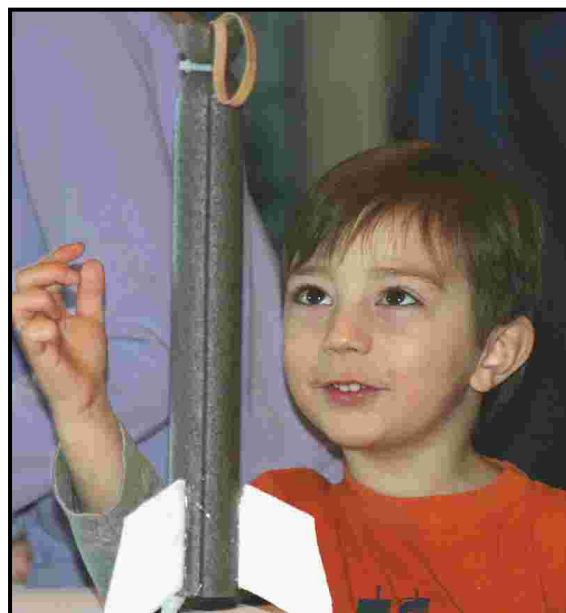
"I've been thinking about it for seven years," Lishman said. "It's a very decentralized delivery system, getting materials to people in the first day after a disaster. Just think how it might have helped after (hurricane) Katrina."

Because of their small size and weight, the planes could be called into duty on short notice, and easily transported to a disaster site.

Price also makes ultralights practical for disaster relief. About 50 of the small planes cost about the same as one helicopter, Lishman said. The project is schedule for testing this summer.

Another featured speaker, John Kounis, took a crowd of aviation enthusiasts on a virtual aerial safari across Africa. Kounis spent more than 100 hours criss-crossing the continent in a Cessna 172RG and a Cessna 185.

"Flying around Africa is completely different from flying



**The festival featured hands-on activity stations, where children assembled flying contraptions powered by rubber bands and air pressure. Three-year-old Josh admires his handmade rocket.**

around the U.S.," Kounis said. "It's what the U.S. would have been like 150 years ago."

Stretches of unpopulated, wide-open spaces with no power lines allowed Kounis to fly low and get a close-up view of wildlife and breathtaking scenery.

His photo journey provided spectacular sights, and he shared stories of his travels along the way. For instance, just off the Sinai Peninsula, there are gorgeous reefs ideal for scuba diving and "loaded with colorful fish." Flying from the Sudan to Kenya, air travelers can look into a lush forest couched inside the vast caldron of a long-dormant volcano. And in the remote jungles of Tanzania, visitors are warned to watch



**Sullivan, 3, launches his stomp rocket using the air pressure from an empty soda bottle.**

**See Festival**

**Continued on page 11**







# Idaho's Traveler Information Service

Whether your summer plans include flying into the Idaho backcountry or driving the highways that weave through the landscape, the 511 travel information service can be a useful trip-planning tool.

The service, on the phone and on the Web, provides road, weather and tourism information.

The Web site ([511.idaho.gov](http://511.idaho.gov)) features an "airports" link, which connects to an easy-to-navigate, interactive map. Users can click on a region of the state for a zoom view, then click on icons for airstrip information. For each airstrip, important details are provided: airstrip location, services and amenities, radio frequency, runway type and length, airstrip lighting information, fuel availability, a manager contact and more. This same information can be printed to fit in flight notebooks.

## Here's a look at the 511 features:

### Travel Smart. Travel Safe.

- 511 is a service to help travelers access information about road conditions, traffic incidents and weather via the phone or on the Web, 24 hours a day.

### Connecting to 511

- Visit online at [511.idaho.gov](http://511.idaho.gov)
- Dial 511 from any landline or wireless phone. (The 511 phone system uses voice recognition technology, enabling callers to interact with the system simply by speaking into the telephone. Speaking clearly and avoiding background noise can ensure the success of a 511 call. The system also incorporates options for using the phone keypad to make selections.)

### Type of information available

- Traffic incidents and delays
- Highway road work projects

- Weather information
- Idaho tourism
- Links to Idaho airports, historical marker information, state parks

### 511 is part of a national effort

- In July 2000, the FCC designated 511 as the national traveler information phone number. Idaho will be the 24<sup>th</sup> state to provide the 511 service.

### Cost

- The service is provided free of charge to the public. Calls to 511 are considered local when dialed from a pay phone or landline phone. Wireless phone users are responsible for normal airtime and roaming charges in accordance with their wireless service contracts. ITD encourages motorists to pull off the road and park in a safe area before using cell phones.

## Festival

### Continued from page 10

out for herds of hippopotamus in ponds or leopards in trees.

Kounis, editor of "Pilot Getaways" magazine, provided information about tropical weather conditions and flying procedures in these countries. He made

Coltin Talbot, 11, of Boise, takes the controls of a flight simulator in the Idaho Aviation Festival trade show.

similar presentations about touring Europe and the American Northwest by plane.



# Calendar of Events

## APRIL

- 26-30 **McCall Mountain/Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344, [admin@mountaincanyonflying.com](mailto:admin@mountaincanyonflying.com), [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com), **Returning Participants Only**

## MAY

- 6 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org), Kellie Dean, 465-6446
- 7 **Antique Car & Aircraft Rally** in Vale, Oregon, Meet in Nampa at 9:00 am, Top Fun Flyers, Steve Clements, 323-1585, [sdcod@cableone.net](mailto:sdcod@cableone.net), [www.topfunflyers.com](http://www.topfunflyers.com)
- 7 **Vale Airport Appreciation Day** – Vale, Oregon

## JUNE

- 4 **Sunrise Skypark Fly-In**, depart 9:30 am, lunch 11:30 am, Top Fun Flyers, Steve Clements, 323-1585, [sdcod@cableone.net](mailto:sdcod@cableone.net), [www.topfunflyers.com](http://www.topfunflyers.com)
- 13 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org), Kellie Dean, 465-6446
- 14-15 **B-17 in Caldwell**, Dale Alexander, 465-7925, [da518n@bigskytel.com](mailto:da518n@bigskytel.com)
- 17 **Fly-In and Appreciation Days**, Jerome County Airport, 7 am to Noon, Bonnie Deitrick, [jairport@onewest.net](mailto:jairport@onewest.net)
- 18 **Smiley Creek Father's Day Fly-In Breakfast**, Judging 7:45 am - 9:15 am – See page 18 for details.
- 18 **Thunder Over Nampa**, BBQ Friday night, breakfast Saturday, Top Fun Flyers, Steve Clements, 323-1585, [sdcod@cableone.net](mailto:sdcod@cableone.net), [www.topfunflyers.com](http://www.topfunflyers.com)
- 19-23 **McCall Mountain/Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344, [admin@mountaincanyonflying.com](mailto:admin@mountaincanyonflying.com), [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com), **Returning Participants Only**
- 19-23 **LEGO Summer Camp**, Nampa, Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org), Kellie Dean, 465-6446
- 24 **Air Magic Valley Air Show**, Twin Falls, Gates - 10:00 a.m., show starts at noon. Tammy Taylor, 208-733-5215 extension 0

- 26-29 **Aviation Career Education (ACE) Academy**, Boise, Division of Aeronautics, Tammy Schoen, 208-334-8776, [Tammy.schoen@itd.idaho.gov](mailto:Tammy.schoen@itd.idaho.gov) or [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero)
- 27 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org), Kellie Dean, 465-6446
- 27-30 **McCall Mountain/Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344, [admin@mountaincanyonflying.com](mailto:admin@mountaincanyonflying.com), [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com)

## JULY

- 4 **Independence Day Flight to Murphy**, Top Fun Flyers, Steve Clements, 323-1585, [sdcod@cableone.net](mailto:sdcod@cableone.net), [www.topfunflyers.com](http://www.topfunflyers.com)
- 6-10 **Arlington, WA EAA Northwest Fly-In**, [www.nweaa.org](http://www.nweaa.org)
- 11-14 **McCall Mountain/Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344, [admin@mountaincanyonflying.com](mailto:admin@mountaincanyonflying.com), [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com)
- 18-21 **McCall Mountain/Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344, [admin@mountaincanyonflying.com](mailto:admin@mountaincanyonflying.com), [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com)
- 25-28 **McCall Mountain/Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344, [admin@mountaincanyonflying.com](mailto:admin@mountaincanyonflying.com), [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com)

## AUGUST

- 11-12 **McCall Family Fly-In**, Boise, Division of Aeronautics, Tammy Schoen, 208-334-8776, [Tammy.schoen@itd.idaho.gov](mailto:Tammy.schoen@itd.idaho.gov) or [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero)
- 13-14 **Baker City Fly-In**, Top Fun Flyers, Steve Clements, 323-1585, [sdcod@cableone.net](mailto:sdcod@cableone.net), [www.topfunflyers.com](http://www.topfunflyers.com)

## SEPTEMBER

- 13-17 **Reno Air Races**, [www.airrace.org](http://www.airrace.org)

*Email your event information to  
[tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov) for inclusion in the  
**Rudder Flutter** and the Aeronautics website.*



# IBAA Welcomes Former FAA Administrator Dave Hinson to Boise

The winter meeting of the Idaho Business Aviation Association (IBAA) was filled to capacity to hear the comments of Dave Hinson. Hinson, often described as one of our country's finest FAA Administrators, spoke of the impressive safety record the industry has achieved. "We have seen an 80% decrease in accidents in the past five years, and are now enjoying the safest period in U.S. aviation history" reported Hinson.

Hinson reminded the audience that if the airline accident rates in 1960 were applied to today, the airline industry would be experiencing 232 accidents annually, with at least one fatality occurring every ten days.

When asked how such a record was achieved, Hinson praised the flight simulator as one of the most important factors. "Airlines can now train pilots with the simulator 100% of the time and often a pilot's first flight in the actual aircraft is with passengers."

Although he spoke affectionately of our nation's air traffic control system, Hinson believes that every major city in America should have a second major airport to relieve congestion. "Boston airport," Hinson noted, "now handles more traffic than the entire country of Germany."

IBAA members were treated to lunch at



Murphy's by meeting sponsor, Iviation. Iviation provides aircraft consulting, training and auditing for business aviation organizations.

The IBAA represents the interests of the regional business aviation industry. IBAA priorities are networking, professional development, addressing issues, educational scholarships and socializing. Information on the IBAA can be found at:  
[www.idbusinessaviation.com](http://www.idbusinessaviation.com).



An advertisement for Salmon Air. At the top is a photograph of a small propeller-driven aircraft in flight. Below the photo is a yellow banner with the text 'BACK COUNTRY CHARTER FLIGHTS' in a stylized, bold font. Underneath that is another yellow banner with the text 'DAILY COMMUTER FLIGHTS!' in a similar font. Below these banners is the phone number '1-800-448-3413' in a large, bold font. At the bottom of the ad is the slogan 'Your Connection to the World!' in a script font, and below that is the Salmon Air logo, which features a stylized eagle and the words 'SALMON AIR'.

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# The View From The Tower



You may notice a change soon in the way the FAA uses "Taxi into position and hold" aka TIPH. This procedure is used to increase runway utilization and system capacity. Unfortunately, it does involve some risk and has been a factor in a number of operational errors (our term for a controller losing separation). While this has not been a problem at Boise, the FAA is tightening up the rules nationwide and restricting its use.

There are primarily two proposed changes that affect Boise Air Traffic Control Tower (BOI ATCT). Tower controllers will have to issue traffic holding on the parallel runway. For

example, if you are cleared to land 10R, the controller will tell you about traffic holding in position on 10L. Until pilots are aware of this requirement, it has the potential to cause some confusion by leading pilots to question which runway they were cleared for. The other significant change is tied to our staffing. In order to use TIPH, neither the Local (tower) position nor the Supervisory position in the cab can be combined with any other control position. Obviously, from the cockpit you have no way of knowing how many controllers are on duty at any particular time, so please understand controllers will use this procedure if/when they can. We don't like delays any more than you do. We have submitted an application for a waiver regarding this requirement but have no determination as of yet.

These modifications are presently scheduled to go into effect by 3/20/06 and are subject to change at any time.

Carol Dayton  
Quality Assurance  
BOI ATCT  
(208) 334-1642

P.S. We have received several comments from pilots complaining about the automated voice on the ATIS. We contacted Tech Ops to see if something could be done to improve the voice quality. Unfortunately, this is a nationwide system and the only control we have is the speech rate. We did slow it a little, which seems to make the broadcast more discernable. We do appreciate your feedback on our services and will do our best to remedy any shortcomings that are brought to our attention.

---

## Eastern Idaho 99's Fall/Winter Meeting 2005

The Eastern Idaho 99's held their December meeting at Applebees in Pocatello. We finally got to meet our newest pilot friend, Carol Houk, from Lava Hot Springs. A "lost" friend, Pam Sanderson, who has been all over the country since she left our group several years ago, has returned to Eastern Idaho!

Carol shared activities in and around Lava Hot Springs including the Lava airport. A future meeting is planned to fly in to Lava.

We shared ideas, plans and dreams for flying activities for 2006. First on the list is the annual 99's winter meeting/retreat planned for the weekend of 1/18-19 at Sandi's place in Victor, Idaho. As usual, Chuck, Joy's 49 1/2 er was volunteered to bring the elk stew.

Next we plan to mark the landing strip in Howe, Idaho in June, 2006. We also want to schedule a mountain flying clinic at the Flying B Resort Ranch later in the summer.

Interested women pilots – and student pilots are encouraged to contact us to join our group. Contact Joy McDonald at 208-767-3538 or Sandy Storhok at 208-529-3765.

---

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# The current state of affairs of the airport industry

**The Idaho Airport Management Association is pleased to announce the Annual Idaho Airport Management Conference to be held on May 10th-11th in Sun Valley, Idaho.**

Designed to provide an opportunity to network with your airport industry associates, the conference offers an

array of guest speakers, such as: Federal Aviation Administration, Idaho Division of Aeronautics, Transportation Security Administration and State Legislative Officials.

To supplement the already informative program, the IAMA planning committee is pleased to host Chief Richard Blanchard from the New

Orleans-Louis B. Armstrong International Airport. Chief Blanchard was a principal manager of the Hurricane Katrina response effort. He has generously offered to share his experience in mitigating what most consider to be one of the greatest natural catastrophes in American history. His presentation is designed to demonstrate the true meaning of "worst case scenario" and, while the New Orleans tragedy is undoubtedly larger than most airport managers from Idaho will ever encounter, his experience will stimulate the imagination and will provide potential mitigation contingencies for any community that could someday face disaster challenges.

During the lunch hour, Mr. F. Willard (Robbie) Robinson, the author of **Navy Wings of Gold** will recount a naval aviator's true story of furious combat, enduring love and survival during WWII. Mr. Robinson is also the only author who has provided an eye witness account of George Bush being shot down by anti-aircraft fire in WWII.

***We hope to see you there!***

Curt Hawkins  
IAMA President  
Caldwell Industrial Airport  
Caldwell, Idaho

Richard Baird  
IAMA Vice President  
Friedman Memorial Airport  
Hailey, Idaho

Lisa Emerick  
IAMA Secretary/Treasurer  
Friedman Memorial Airport  
Hailey, Idaho

## NOTIFICATION OF PARACHUTING ACTIVITY

**BLM Smokejumpers NIFC Boise, Idaho**



The BLM Smokejumpers plan to conduct practice parachute jumps in the vicinity of the Mtn Home Municipal Airport during the approximate period of March 1 through May 15th. The jumps would occur at various times during normal business hours, the exact times and altitudes to be announced by NOTAM.

The smokejumper aircraft, a deHavilland Twin Otter, would operate out of an area adjacent to the airport terminal building, transporting multiple loads of parachuters to the jump area, which is located approximately 3 miles WNW of the Mtn Home Municipal Airport.

This aircraft, call sign "Jumper", will monitor the CTAF as well as remain in communication with Mtn Home Approach Control.

With concerns or comments please contact: Kevin Stalder BLM Smokejumpers 208-761-1445

**BLM Smokejumpers NIFC Boise, Idaho**

3833 So. Development Ave  
Boise, Id. 83705

Phone: 208-761-1445  
Fax: 208-387-5399  
E-mail: Kevin\_Stalder@nifc.blm.gov





# ACE Academy

Continued from page 1

throughout the flight. Student teams will compete for the best designed-capsule and the most accurate prediction of a landing location.

Teens participating in the academy will experience a variety of activities that provide social experiences and learning opportunities. During the four-day academy, students will hear from experts in various aviation-related fields, as well as representatives of regional and national aeronautical schools. Tours of the Boise Airport, local aviation businesses and flight operations, and the Idaho Army and Air National Guard are also scheduled.

"We're working to capture the attention of our youth and inspire them into action," Lester says. "For them, it's a chance to learn what exciting careers await them – whether it's flying a commercial airplane, operating an airport, or exploring space."

The academy is capped off with flights to nearby airports, such as Idaho City or Garden Valley. Each student has the opportunity to experience a flight under the guidance of a veteran pilot. Upon return to the Treasure Valley, students will tour the Warhawk Air Museum in Nampa.

After a student has been selected for the academy, a registration fee of

\$60 will be due. Scholarship assistance is also available.

The event is hosted by the ITD Division of Aeronautics and sponsored by Hank and Joan Hill in memory of Bob Plummer. Other sponsors are the FAA, the Idaho Ninety-Nines, the Warhawk Air Museum, the Lynn Clark Memorial, Idaho Business Aviation Association, Experimental Aircraft Association – Chapter 103, and the Idaho Aviation Association.

For more information call the Idaho Division of Aeronautics at (208) 334-8775, or visit our website at [www.itd.idaho.gov](http://www.itd.idaho.gov) (click on "Aeronautics" then "ACE Academy").

## Family Fly-In

Continued from page 1

Pilots can demonstrate safety and proficiency in the Wings and PACE programs. Non-pilots will discover what flying is all about and learn how they, too, can soar the wild blue yonder. Everyone will "ooh" and "aah" over antique and unique planes. And for the kids, there are thrilling rides in experimental aircraft.

McCall's central location enables Fly-In guests to enjoy a wide variety of activities taking place in Valley County, including the Donnelly Huckleberry Festival, the Valley County Fair in Cascade, a summer-long swap meet, also in Cascade, local hot springs, and world-class fishing and rafting on Payette Lake and area rivers.

So come for the Fly-In and stick around for the fun!

For more information call the Idaho Division of Aeronautics at (208) 334-8775, or visit our website at [www.itd.idaho.gov](http://www.itd.idaho.gov) (click on "Aeronautics" then "McCall Family Fly-In").

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# Backcountry Courtesy

1. Fly to the right side of the canyon;
2. Turn on your landing lights;
3. Monitor 122.9 and make position reports;
4. Announce your intentions while in the traffic pattern and on the ground;
5. Avoid multiple takeoffs and landings;
6. Stay as high as possible except during takeoff and landing (2000 feet AGL recommended);
7. Reduce power and RPMs when safety permits;
8. Above all, be safe.

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is scheduled for publication by the 15<sup>th</sup> of January, April, July, and October. Submissions for publication in a particular issue are due in this office 30 days prior to the publication date of that issue.



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The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.



# SMILEY CREEK (U87)

## 27<sup>th</sup> ANNUAL FATHER'S DAY FLY-IN BREAKFAST

JUNE 18TH, 2006

## SPOT LANDING CONTEST ON APPROACH

LAND BETWEEN 2 ORANGE MARKERS

Note: Judged 7:45 - 9:15 am

**First, Second & Third Place Trophies**  
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**ON FIELD BREAKFAST**  
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Gertie's Brick Oven Cookery  
Twin Falls



# Legacy Flight Museum

Through the combined efforts of the Rexburg Mayor, City Council, Madison County Commissioners, County Road & Bridge Department, John Bagley and many volunteers, the Legacy Flight Museum is now open to the public. Its February Grand Opening drew between 400 and 500 people.

The Museum was christened with the unveiling of an exact 1/12 scale replica of the most important airplane in history, the Wright Flyer. Approximately 375 people attended the invitation-only program and initial viewing of the displays.

Currently the Museum will be open from 10:00 a.m. to 5:00 p.m. every Friday and Saturday or by appointment. Contact museum personnel for the summer schedule. The museum provides educational tours for elementary, high school and college students.

Displays include World War II, Korean War and Cold War aircraft and other aviation memorabilia on. Display aircraft will be of interest to all ages; facilities can accommodate wedding receptions, business luncheons and public functions with prior arrangement.

Admission is adults, \$6.00; seniors and students, \$5.00; children under 12, \$3.00. Larger functions such as receptions and luncheons are determined by event.

Anyone with an interest in aviation will find a stop at the Legacy Flight Museum a rare experience. Come join us at the Rexburg-Madison County Airport in Rexburg, Idaho.

Email:  
[legacyflightmuseum@hotmail.com](mailto:legacyflightmuseum@hotmail.com)

Website:  
[www.legacyflightmuseum.com](http://www.legacyflightmuseum.com)



## FOR IMMEDIATE RELEASE

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[www.flysunvalley.com](http://www.flysunvalley.com)

### 2006 US Paragliding National Championships

Up to 100 of the finest paragliding pilots in the country will meet in Sun Valley, Idaho, August 27 - September 2 to fly the skies high over the Sawtooth Mountains and compete for the title of US National Champion.

This competition is officially sanctioned by the United States Hang Gliding and Paragliding Association. The basic format is to complete a cross country course flying as quickly as possible to a finish line. These courses vary in length and design due to variable weather conditions each day. Pilots will utilize altimeters, variometers and GPS systems to help them navigate across the beautiful mountainous terrain of central Idaho. Courses of 10-100 miles are expected as participants reach heights up to 18,000 feet. All flights will originate from the summit of Bald Mountain, the top of the famous Sun Valley Resort.

The local paragliding business, Fly Sun Valley, is the official host of the event. Chuck Smith, owner/operator of Fly Sun Valley, is excited about the upcoming competition. "We are looking forward to hosting a very successful event. The latter part of August has proven to be a highly consistent window, offering great weather, excellent lapse rates, wonderful thermals and one of the finest times of the year for distance flying."

Honza Rejmanek, a tandem flight instructor for Fly Sun Valley, currently holds the Idaho state distance record of 117 miles, set last year from Bald Mountain.

Foerstel Design, located in Boise, Idaho is the largest marketing-design firm in the state and is assisting in promotion for the event.

Cooperation of the Sun Valley Company and US Forest Service help make this event possible.





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The most up-to-date information on all Idaho airports is available on our website, [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero).

Click on Airport Facility Directory to access the map-based system.

Please contact Tammy Schoen at 208-334-8776 or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)  
with updates/suggestions regarding this online directory.

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